

Announcements.

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THE Water used is absolutely pure and bright.

The Factory is fitted with a Steam Plant of the most efficient and powerful type specially made to our order.

The process of manufacture is under the continuous supervision of a qualified English Chemist.

The following are manufactured daily:—
AERATED WATER, SODA WATER, LEMONADE, GINGER ALE, PHOSPHORIC ACID, SALTZFER, LITHIA, SARSAPARILLA.

DAKIN'S PHOSPHORIC ACID: A Delightful Tonic Beverage of agreeable colour and pleasant fruit flavour.

It is daily increasing in popularity, and where a pleasant stimulant beverage, free from alcohol, is required, it is unsurpassed.

It may be drunk with positive benefit at any time by Children or Adults.

DAKIN BROS. OF CHINA, LIMITED, LONDON-HONGKONG-AMOI. [13]

WATSON'S SOAPS.

WATSON'S PURE CARBOLIC SOAP, FOR MEDICINAL AND TOILET USE.

Guaranteed to be made from absolutely pure Phenol, or Carbolic Acid.

THESE SOAPS, being specially prepared for use in Tropical Climates, will be found most efficacious for cleansing and purifying the Skin, and for preventing contagion from Fevers of all kinds, and contagious diseases generally.

They act as a mild stimulant, as well as a depurative and disinfectant; readily allay irritation of the Skin, cure and prevent prickly heat, and other Skin diseases prevalent in hot climates, and are strongly recommended for general use by all the leading and most eminent Medical Practitioners.

To be had in the following forms to suit all requirements:

STRICTLY MEDICINAL. In Single Tablet Boxes.

WHITE, guaranteed to contain 20 per cent of Pure Carbolic Acid.

ROSE COLOUR, guaranteed to contain 20 per cent of Pure Carbolic Acid.

TRANSPARENT, guaranteed to contain 20 per cent of Pure Carbolic Acid.

Price 60 Cents per Box—3 Boxes, \$1.25.

TOILET SOAP. Three Tablets in a Box.

ROSE COLOUR, guaranteed to contain 5 per cent of Pure Carbolic Acid.

TRANSPARENT, guaranteed to contain 5 per cent of Pure Carbolic Acid.

Price 75 Cents per Box—3 Boxes, \$2.

WATSON'S ANTISEPTIC DOG SOAP. In Single Tablet Boxes.

BRINGS SUDDEN DEATH TO FLIES AND ALL "PUDICULOUS" PARASITES.

It is new, "thieves" perfectly harmless, and may be used without the least fear of any bad result on Dogs of any age, sex, or size.

Price 60 Cents per Box—3 Boxes, \$1.25.

WATSON'S PURE TRANSPARENT TOILET SOAPS.

Have attained a reputation in the Far East which makes them universal Toilet Requisites.

Guaranteed to be absolutely pure, and may be used by Ladies and Children with the most delicate Complexions, and sensitive Skins, without any fear whatever of producing irritation, at any season of the year. Being practically dry and firm, they will be found most economical in use.

WATSON'S PURE TRANSPARENT GLYCERINE SOAP.

Guaranteed to contain the largest percentage of Pure Glycerine it is possible to introduce into any Soap. Specially recommended to all who have a very delicate Skin easily affected by wind and weather.

WATSON'S PURE OPAQUE TOILET SOAPS.

A varied assortment of favourite kinds; the principal difference between them being more one of personal preference than of quality; all are pure, and the base of all is the same, but the perfumes differ. New kinds will be introduced from time to time, as occasion requires.

PLEASE OBSERVE—Each Tablet bears our Name and Trade Mark, without which none are genuine.

Ask for Special Bill giving full particulars of all the different Soaps we make.

We also keep in stock a great variety of the following well-known Soaps:—

ATKINSON'S, CALVERT'S, COLGATE'S, LUBIN'S, PEAR'S, &c.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, 2nd September, 1889.

HONGKONG, THURSDAY, NOVEMBER 7, 1889.

TELEGRAMS.

TRADE DISPUTES IN LONDON.

LONDON, November 7th.

A general strike has taken place in London of lightermen and the shipping trade is paralyzed thereby.

(Special to Hongkong Telegraph.)

RUMOUR OF THE DEATH OF THE EMPEROR OF CHINA.

SHANGHAI, November 7th.

It is rumoured in unofficial quarters that the Emperor is dead, and serious complications are feared.

[We trust the above is a mere rumour, but it is not to be forgotten that various incidents have occurred since His Majesty's accession point more or less in the direction of serious friction within the Court circle at Peking.

The burning of Imperial records and of the Palace accounts, which were most carefully preserved over the principal gateway to the entrance of the sacred precincts of the Palace, was a mysterious and significant event, but that this should be followed by the burning of Temple of Heaven itself within so short a time was enough to give rise to forebodings of the worst kind with a superstitious race like the Chinese.

Lastly, the question of Railways has evidently

been as debatable a one as it was in England over half a century ago. It must not be forgotten, however, that while it is difficult for Occidentals to fathom the mysterious intrigues which are so much a part and parcel of Oriental Court procedure, one phase is pretty well understood, and that is, carefully disguising the death of a ruler until a successor is firmly placed in position. This would appear to be no reason why this invariable principle should have been departed from in the present instance.]

SHANGHAI AUTUMN RACE MEETING.

The following results were not given in yesterday's issue:—

THIRD DAY, WEDNESDAY, 6TH NOVEMBER.

THE MANCHU STAKES, a sweepstakes of 100 each, with 100 added for China ponies that have run and not won a race; first pony to receive 70 per cent; second pony, 20 per cent; third pony, 10 per cent; weight for inches as per scale. One mile and a quarter.

Mr. Humphreys's Vigour..... 1

THE COSMOPOLITAN CUP, value, 100, for ponies that have run in this meeting and not won a race, and been entered otherwise than in the Shanghai stakes; weight for inches as per scale, entrance, 100. One mile and three-quarters.

Mr. Humphreys's Victor..... 1

THE CONSOLATION CUP, value, 100, for ponies that have run in this meeting and not won a race, and been entered otherwise than in the Shanghai stakes; weight for inches as per scale, entrance, 100. One mile and three-quarters.

Mr. Humphreys's Victor..... 1

THE CHAMPION SWEEPSTAKES, a forced entry for and open only to winners at this meeting; optional for the winners of the consolation cup and the hack stakes, not exceeding 14 hands 3 inches in height; weight for inches as per scale, entrance, 100. One mile and two races, 100 extra. One mile and a quarter.

Mr. Sossion's Zephyr..... 1

THE GRAND NATIONAL STEEPLECHASE, value, 100, for China ponies; weight for inches as per scale; winners of a Steeplechase at any previous meeting in Shanghai, 100 extra; non-winners of a Steeplechase allowed 100; entrance, 100. Twice Round a Course selected by the Stewards.

Mr. Ring's Holborn..... 1

LOCAL AND GENERAL.

A CONSIGNMENT of about twenty-five milch cows, the steamship *Arabia*, is expected by the Dairy Farm Company. New sheds have been erected and a further shipment will probably arrive soon after Christmas.

A NEW style of one-dollar notes is now being issued by the Hongkong and Shanghai Bank. They are neat little notes, about half as big as the old sort, and are a good deal more artistic. We should like a gallery full of 'em, anyhow.

INTERESTING ladies. An important purchase of Moire Antiques, Broche and other Silks, comprising several thousands of yards, has been effected by the Hall & Holtz Co., Limited, at the after-season sale of a fashionable west-end London house, and will be opened out for inspection on Monday next, November 11th.—*Adv.*

SIXTEEN stone-cutters and masons charged with intimidating a number of masons at work on some houses belonging to Leung Ah Yon were brought up at the Police Court this morning, on remand, before Mr. Woodhouse. Mr. Pollock directed the jury to disregard the evidence of sixteen men intimidating about fifty others, and was going on to his thirty-second, when Mr. Woodhouse apparently became alarmed at this specimen of *cocottes leguandis*, and abruptly interrupted the harangue, saying, "I won't hear you any further, Mr. Pollock—the prisoners are discharged."

How's this for gratitude? While the China Merchants' steamer *Fushun* was on her last trip to Shanghai from this port she met a dismantled and partially wrecked junk floating helplessly about near the Tung-sha Lightship, and although there was a considerable gale blowing at the time, sent a boat and rescued the whole crew from the junk, finally placing them on *terra firma* at Shanghai. It has now transpired that instead of being grateful to the Captain and officers of the *Fushun* for having rescued them from a watery grave—which, by the way, should have been the lot of the wrecked junk—she has instituted proceedings in the Shanghai District Magistrate's Court against the *Fushun* for having run her junk down near the Tung-sha Light ship!

THE auction of the land of the French Concession, Shanghai, took place yesterday under the presidency of Mr. Imbault-Huot, the French Consul, assisted by M. Flayelle, Senior Interpreter. M. Imbault-Huot, the French Consul, together with all the prominent French residents, were present, as well as Mr. Chaloner Alabaster and the principal foreign residents of Shanghai. The French Consul explained that the taxes would never exceed those charged by the British Municipal Council.

The bidding was spirited throughout and the sale was carried through without a single hitch, eight hundred and twenty-five lots being sold. Every lot realized more than the upset price, which in some cases exceeded three times over. M. Imbault-Huot is to be congratulated in having accomplished what all his predecessors have failed in hitherto, namely in utilising this valuable land for the benefit of commercial progress, and not allowing it longer to lie fallow, useless, and empty.

Who can doubt that in a very short time the French Concession, Shanghai, will prove as valuable an adjunct to the commerce of the port as similar concessions at Shanghai and other Treaty ports.

ADVICES are to hand that His Excellency Li Han-chang arrived at Nan Ch'ang, the capital of Kiangsi, on the 17th ultimo, by rail overland to the Viceregal residence of the Liang Kuang to succeed Chang Chih-tung. The new Viceregal for Canton appears to have brought with him a pretty large retinue in addition to his own family—eight large Mandarin junks towed by four steam launches being used for purposes of transportation from his home at Ngan-king, the capital of Anhui province, to Nan Ch'ang. All the troops, some three thousand men, stationed at Nan Ch'ang accompanied the Fatai of Kiangsi to the jetty to welcome the new Viceregal, and lined both shores of the creek leading to the temporary quarters provided for the guest. As Nan Ch'ang is a place full of pleasant reminiscences connected with the former official life of Li Han-chang, over thirty years ago, during which time he was in charge of the base of supplies of the late Duke of Kuo-fan's armies operating against the Tai-ping rebels under Chang Wang, while attempting to force their way to the relief of their beleaguered Capital, Nanking, and after that when he acted as Taotai or Military Intendant of the Nan Ch'ang and Chang-chow prefectures, His Excellency decided to lengthen his stay at Nan Ch'ang to ten days to have a "look at things" generally. His next move will be to the Kingdom of Ch'ang-chow on the borders of Kiangsi, and he is expected to reach Canton some time about the middle or the 20th of this month.

THE Sunday morning carbine shooting practice by the Artillery Volunteers will commence on Sunday next, the 10th instant.

THE *Christian Record* is responsible for the following:—Dying Widow:—Well, parson, I suppose in a short time I shall be lying in Lazarus's bosom.—Minister:—Abraham's bosom, you mean.—Widow:—Oh! either will do. If you had been a widow as long as I have you wouldn't care whose bosom it was.

JOHN WALSH, an "offer," on board the U.S.S. *Savannah*, had a good time generally yesterday afternoon, and amused himself principally in chasing the little boys on the streets. At last he entered a Chinese shop, and making himself generally obnoxious, he asked "to go." He "quessed he wouldn't," and emphasised his guesses by mutilating the uniform of an Indian Constable, who tried to show him that this was not the United States. Mr. Woodhouse asked the prisoner this morning to "ante up" five dollars and enjoy the hospitality of the British Lion for seven days, or in default of paying the money to lengthen his stay in "confined quarters" another seven days.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. Wise, Acting Puisne Judge.)

RAMJAHN v. BENJAMIN.

In the case of *Ramjahn v. Benjamin*, in which \$1,000 was claimed for breach of contract.

His lordship delivered judgment. He said that, as he intimated at the hearing, he had always been of opinion that under the circumstances plaintiff was entitled to judgment, and as he was still of that opinion, and the deed was admitted, he would give judgment for him, with costs.

Mr. Wilkinson submitted that costs should not be allowed, as there was no necessity for bringing the case into Court at all. The defence.

His lordship:—There was no defence, I hold. Mr. Wilkinson said that it was very hard on the other creditors.

His lordship did not see the necessity for Mr. Wilkinson defending.

Mr. Hastings:—With regard to the question of execution.

His lordship refused to hear him on that point—he must apply in the Bankruptcy Court. If he got it granted then he might fight it out against the deed of assignment in the Summary Court.

A QUESTION OF CONTRACT.

Lok Chee Ching, copper merchant, Fatsien, claimed \$1,000 from J. D. Hutchison, commission agent, Hongkong, as damages for breach of contract.—Mr. Dennis appeared for the plaintiff, and Mr. Caldwell defended.

Mr. Dennis stated in his opening that the contract which it was alleged was not fulfilled, was for the supply of 25 cases of yellow metal, which were lost by the wreck of the *Andary* in Aden harbour. He contended that the impossibility of carrying out a contract was no defence whatever when that contract was being used on, unless it could be shown that it was such an impossibility as could not have been provided against by the contractor. The defendant could very well have protected himself against it if he had followed his practice in former years; in other contracts he had distinctly put in "If wrecked, contract null and void." On the 15th May and 14th August he entered into two contracts to supply a quantity of yellow metal at \$18 and \$19 per picul, and on due date the price had risen to \$32. If he had tendered the metal then the plaintiff would have been obliged to take it; and on the other hand, the contract containing no clause protecting the defendant in the contingency of wreck, the latter was bound to fulfil his part.

His lordship:—The question is simply—Is there a contract or not?

The plaintiff was then called, and bore out his counsel's statement. He assessed his loss at \$1,000.

Mr. Caldwell, in defence, contended that the contracts were not sufficient to satisfy the statute, that they were not contracts at all, they commenced with the words "order from" Beside, it was a well-known custom in the metal trade in Hongkong that in the event of goods being lost the contract was null and void. In a previous case, in the *Radenhorst*, the plaintiff had waived himself of this custom. The contract was conditional on arrival.

Mr. Hutchison was then called, and stated that the custom was always as stated by Mr. Caldwell. He denied that the market rate had been higher than \$32. One of the contracts had not been signed; in the present case all that had been agreed to was that the goods were to be delivered to the plaintiff, and that was all that was in the contract. If the plaintiff treated the matter in the proper spirit he would abide by the contract.

Mr. Melbye, agent, confirmed the plaintiff's evidence as to custom. Sometimes the clause "If wrecked, this contract is null and void" was objected to, and struck out, and if the goods were then lost he believed the seller was liable.

Mr. Poesnecker stated that in Hongkong in all cases where cargo was lost by wreck the parties on whose contract it was consigned were absolved from the performance of that contract.

Mr. Caldwell, in concluding the case for the defence, relied on his plea under the Statute of Frauds, but further submitted that the contracts were conditional on arrival within four months.

Mr. Dennis, on behalf of the plaintiff, urged that the clause as to the contract being annulled by wreck being absent, showed that it was intentionally omitted. The only question was as to the amount of damages.

His lordship delivered the following judgment:—This is a claim for \$1,000 damages for non-delivery of 25 cases of yellow metal, purchased under two agreements. As one time, at the beginning of the suit, defence under the Statute of Frauds was set up—that is to say, it was raised—I am glad to say that it has been withdrawn. Two other defences have been set up by the solicitor for the defence, I will deal with the first. It raises the question whether the condition of arrival was a necessary part of the contract—I mean whether it means that, supposing the goods cannot arrive within four months, the contract is off. I cannot read this contract in that way at all; what I consider is that the defendant contracted to sell and deliver within the four months, and certainly did not contract that it should be off if the goods did not arrive within that time. The substantial defence is the custom of the Colony—that is to say, that under these contracts because the metal went to the bottom in the *Andary*, I don't think that is at all a good defence—that because a vessel goes down a man is not liable under a forward contract. General witnesses have come forward and given evidence, trying to set up this custom, but I think it should be remembered that they have never had a claim made against them which they have successfully resisted. I must say I do not agree with them—I don't see how a man can be freed because a vessel goes down. Therefore under the circumstances I consider the plaintiff is entitled to succeed. As to the question of amount, the plaintiff says the market value is \$32, but I am inclined to believe the other side, who say it is \$18. The defendant says he sold it at \$32, since the *Andary* went down. Therefore I give judgment for \$57 to the plaintiff.

ANNUAL LICENSING SESSIONS.

The Annual meeting of Licensing Justices for considering the applications for spirit licences for the year 1890—91 was held in the Justices' Room at the Magistracy at eleven o'clock this forenoon. There were present:—Mr. H. E. Woodhouse, Chairman, Major-General Gordon, and Mr. Granville Sharpe. The following applications were allowed:—Hongkong Hotel, C. M. Roberts; Victoria Hotel, Dorabjee Nowrojee; Kowloon Hotel, J. C. L. Rouch; Peak Hotel, W. Thomas; Sailors' Home, Alex. Moir; Crugbume Hotel, J. W. Osborne; Stag Hotel, John Olsen; The Globe Hotel, Joaquim Gomes; "The Land we Live in," Tevil Silberman; London Hotel, John Humby; Grand Hotel, Hock Goo; "The Rose, Shamrock and Thistle," Israel Weinberg; German Tavern, C. F. W. Petersen.

NEW APPLICATION.

The Chairman then said that Benedetto Argi was applying for a licence to open a public house at No. 44, Queen's Road Central, to be named the Hotel de l'Europe, and asked whether there were any objections against granting it the sureties given being E. Cassumbhoy and S. Arlegui, shopkeepers.

Major-General Gordon said that the Police had reason to object both to the man and to the sureties. The three additional guarantees given were not householders. He had made inquiries on the subject and found that the house mentioned in the application was occupied by a shopkeeper who had a five year's lease, and who had no intention of vacating the premises. The applicant said he was a British subject, but he had made inquiries and found that the man was an Italian who had arrived in the colony with two women, who were no relations of his. He had made inquiries also of Mr. Cassumbhoy concerning the applicant, and the former had said that he knew Argi in Bombay seven years ago, but his knowledge was very slight.

Mr. Bowles, who appeared for the applicant, said that Argi was a British subject, born in Cairo. While in Bombay he had kept public houses for three or four years and had only arrived here two months ago. The women were his wife and niece. As for giving the wrong number of the house, that was not strange, as they were always changing the numbers in Queen's Road. The man certainly was a stranger, but he submitted that the licence should be granted him first and if he did not behave himself or turned out to be a nuisance to his neighbors it was time then to cancel his licence.

Certificates proving registration as British subject in 1885 at Cairo, and other papers, proving that applicant had kept public houses in Bombay, were produced, but after consideration the Justices unanimously rejected the application.

THE SANITARY BOARD.

Meeting yesterday. All present but Major-General Gordon. Dr. Cantlie, and Mr. Humphreys. More letters from Dauby and Leigh. Disclaim any personal feeling against Mr. Cooper, in reply to the Secretary's epistle commencing the Board's decision in the matter. Want a previous letter read. Not read. Correspondence finished. Dr. Ayres' question next. Asked: "Is there any prospect of the inhabitants of the City of Victoria, residing above the level of Hillywood Road being supplied with water from the Tyt M Water-works and if so, how soon may such supply be expected?" Said that Pokfulam water caused ditch-itch, and gave some interesting particulars about that disease. Stated that it was seriously developing in the colony.—Mr. Brown replied that Tyt M water was now supplied to a short distance above Hillywood Road. Only thought of, though, apparently. Assured Dr. Ayres, however, that new mains had been sent for from home, but could not tell any more unless ordered to do so by Government. Thought Pokfulam would be all right when the new filterbeds were ready.—Question sent on to the Colonial Secretary for further information.—No other particular business.

THE COLONY'S WASHING.

The following report by the Sanitary Superintendent on the laundry work of the Colony was laid on the table of the Sanitary Board yesterday:—

PRELIMINARY.

During 1885 by the direction of the then Board full particulars as to the manner in which the public laundry work of the Colony was then carried out was ascertained. The phrase "public laundry work" is here used to define laundry work as a trade or occupation carried on for the purpose of gain as differentiated from laundry work carried on by householders for themselves.

In the present instance all that has had to be done has been to check the former returns and make such corrections and additions as the changes which have taken place since 1885 necessitate. In some particular cases these corrections have been somewhat extensive. As an illustration of this I may mention that in 1885 there were 23 distinct washing places above the Kennedy Road giving employment to about 50 men, now there are only 16 giving employment to 26 men.

THE MANNER IN WHICH PUBLIC LAUNDRY WORK IS CARRIED ON.

The soiled clothing is collected and carried to streams on the hill-sides, where it is washed in rude tanks formed in the streams. As a rule the clothing is dried on the hill sides adjoining the streams and is then carried to the Laundrymen's dwellings in various parts of the town, where it is ironed, starched, dressed, etc., and then returned to the owners.

CONDITION OF THE STREAMS USED BY THE LAUNDRYMEN.

In 1885, I was called upon to report on the condition of the streams then largely used by the washermen, and I described it as being at times more of the nature of an open sewer than anything else. Eight years further experience has shown me no reason to amend this description, and it is fairly applicable to all the streams in which laundry work is carried on to any extent.

CONDITION OF LAUNDRYMEN'S DWELLINGS.

The condition of these dwellings is very similar to the general condition of artisans' dwellings throughout the city, viz., unduly dimly lighted, indifferently ventilated, badly drained, and frequently overcrowded. The only differentiation of importance which can be made is one of degree only.

DEFECTS.

The principal defects are the pollution of the public streams and the insanitary condition of the Laundrymen's dwellings. The minor defects are numerous, but for the purposes of this report need not be given in detail.

REMEDIAL MEASURES.

1.—The prohibition of the use of public streams by public laundrymen for their trade purposes.

2.—The framing of bye-laws under sub-section 23 of section 13 of the Health Ordinance and their gradual but firm enforcement.

3.—The system of management to be adopted, and

4.—The charges, etc., to be levied for their use. They should not only be self-supporting, but also give a very fair return for the money laid out in erecting them.

It will be seen, therefore, that to take up these points, the report referred to appears in the coming year's estimates.

However, it seems to me to be desirable to

point out now that very serious inconvenience to the community generally occurred in 1874, through the somewhat hasty action which was taken against the washermen polluting the streams near the city. With moderate care this difficulty is not likely to occur again, but in any step that may be decided upon care will have to be exercised in giving effect to it. When the change is made every little difficulty which may arise between a householder and his laundryman will be at once put down by both parties, to the action the Board has taken in the matter, and some irritation may be anticipated. It becomes, therefore, in some measure, a question whether it is more expedient to allow this branch of sanitation to drift along as at present or to decide to carry out in a cautious but firm manner a much-needed reform, running the risk of giving rise to intemperance and adverse criticism of the Board and its officers.

HUGH McCALLUM, Sanitary Superintendent.

31st October, 1889.

OUR CHRISTMAS PANTOMIME.

This Christmas, for the first time since this Colony has been a Colony, a regular Pantomime is to be played. It will be a revelation to the rising generation, whose ideas of these seasonable absurdities must necessarily be very vague, and it will be welcomed as an unexpected treat by even the oldest citizens. The title has for some time been an open secret—it is Burdett's version of "All Baba, or the Forty Thieves," played at Drury Lane, we understand, during the season of 1887-8. It has been very much localized, of course, and topical allusions abound in the numerous songs, everybody, from H.E. the Governor down to the most hard-up broker, getting a rub. His Excellency, who is considerably interested in the affair, has hinted that he does not expect to escape. It would scarcely be fair to anticipate the programme, which will be a really humorous production, but we may say that there are the regulation seven scenes, opening with the "Bazaar," going on to the Mystic Cave scene, "All's 'umble 'ome," "Gracie's ditty," and ending up with All's Palace. A very gorgeous transformation scene will follow, and as the red fire dies away a regular old-fashioned balletquade, with clown, pantaloon, barlequin, columbine, policeman, fireman, shoeblack, etc., down to the hapless baby and the ever-green property perambulator will commence. The cast is as follows:—All Baba, Mr. Lightwood; Gracie (his wife) Mr. J. D. Lapraik; Cassim Baba, Mr. Hend-son; Mrs. Cassim Baba, Mrs. Fraser-Smith; All Sloper, Mr. D. B. L. Hopkins; Superintendent of Police, Mr. L. K. Davies; Ganem, Mr. C. H. Grant; Donkey, Mr. Lee; Abdallah, Mr. W. E. Crow; Morgiana, Mrs. Robertson; First Thief, Mr. E. K. Travers; Second Thief, Corolla, Mrs. Lightwood; Nina, Mrs. Snodgrass. In the harlequinade Captain Clayton, the stage-manager, will wear the motley, Col. Stevens being the lean and slippered pantaloon. We may not say who will be columbine, but we are at liberty to hint that the lady's charms are only equalled by her grace and agility. The Forty Thieves will not be recruited from the Rialto, as might have been expected. Half of them will be acrobats of hearts, and half of them will be acrobats of bodies. The chorus will consist of ladies, as well as gentlemen. The transformation scene Miss Cassie White will be the central figure, and grouped around will be all the prettiest girls in the city. The orchestra will consist of about twenty instruments, and it is stated that the music is very "catchy."

The "properties" are on the usual generous scale. A brilliant transformation scene has been sent out from London, with a host of accessories, and seven new scenes, designed by Mr. Yockney and executed by Mr. Baillista, are in course of completion. The Hall and Holtz Co., Company, have had *carpet bins* in supplying the wardrobe, and the costumes are unusually effective. The total cost of producing the Pantomime will probably exceed four thousand dollars.

The first performance, of course, will be on Boxing Night, and will be repeated, probably, half-a-dozen times, besides one or two matinees for the benefit of the little ones.

THE SWITCHBACKERIES.

The Chinese Amusements Syndicate, Limited, opened their grounds at Bowington yesterday afternoon, at 4 p.m. Unfortunately the heavy rain commenced to fall and from that time until 6.30 when the grounds were closed it fell incessantly, so much so, that it was decided not to light the grounds, as would have been the case had the weather been fine. In spite of this, however, a very large number of people paid their admission simply to see what was to be seen. Most of these were Europeans however, and the Chinese did not turn up in the numbers that were anticipated. Those that did soon entered into the spirit of the concern and seemed to enjoy themselves very heartily. The Switchback Railway, which is the feature of the grounds, is not as long as those elsewhere, but we understand that the Syndicate had to "cut their coat according to their cloth" and as the ground obtained there was the only piece available, the length of the railway had accordingly to be curtailed. Short as it is, however, the enjoyment to be had from a journey down is such that inspires one with a wish to repeat the operation, and this was the case yesterday afternoon, when despite the weather the cars were incessantly on the move from the rain commencing to fall and from that time until 6.30 when the grounds were closed it fell incessantly, so much so, that it was decided not to light the grounds, as would have been the case had the weather been fine. In spite of this, however, a very large number of people paid their admission simply to see what was to be seen.

procedure entirely at variance with their former actions when they never allowed a single opportunity to escape to get a Korean punished for the slightest misdemeanor.

A feeling of insecurity has lately prevailed amongst natives who have to travel between Seoul and the towns on the north-west of that city, owing to the presence of a numerous band of out-laws who have lately made the rocky fastnesses of Kiao Yang district the base of their operations against the peaceably-inclined inhabitants. The leader of the band is a young noble who being dissatisfied with the present state of the political situation of the country organized the band, intending, it is said, to obtain recruits this way and also obtain the necessary sinews of war by a wholesale plunder of the rich traders who come to the capital for goods in the interior. Having obtained the necessary funds to do so it is reported that this enterprising young bandit will hoist the red flag of rebellion and declare war against all nationalities. His present mode of action, however, will only contribute failure instead of success, as instead of getting popularity by gentle treatment of those who have been unfortunate enough to fall into his hands, all his proceedings, so far, have been characterised by the utmost ferocity.

While I am writing this, there have already been continuous rainfalls for twenty one days, so that we have almost forgotten what the sun looks like, and the present prospects of sunshine seem as far away as ever. Notwithstanding this, the weather has been and is exceedingly sultry for the season, and fears are entertained that sickness and epidemics will be the natural outcome of so much rain and heat.

A man was found dead, one day, lying in one of the principal thoroughfares of the Capital, and neither active private benevolence nor Government duty was found ready to bury the dead vagrant as it lay unclaimed, rotting under the rain for three whole days, until a philanthropic Chinese bought a coffin and engaged a few coolies to bury the dead corpse in the "strangers' grave yard."

As the East and South Streets in Seoul is mainly occupied by Chinese traders, the Resident Yuen has thought it best to order the Chinese living in West Street, Ling Sing, and other streets to move within a month's time to East or South streets in order that the Chinese military police may be not too much burdened with the inconvenience of patrolling so many streets—There is business for you! This order is a very unpopular one, and it is said that a petition has already been forwarded to H.E. Li Hung-chang protesting against the arbitrary order on the ground that trade is already so dull that extra expenditures occurred in buying land, and building or renting new houses would drive many petty traders into bankruptcy.

The Chinese Residency is at present undergoing extensive repairs, there being no less than two hundred carpenters and masons engaged on the work. Yuen, who is not expected to enjoy the benefits of this renovated Yamen as it is reliably reported that a new Resident is shortly expected, named Chao Tsai, who appears to have had a pretty good record in his former official career.

CHINESE CHARACTERISTICS.

CONCLUSION.

There are not wanting those who are firmly persuaded that what is needed by China, is not merely admission into the family of nations, but unrestricted intercourse, free trade, and the Brotherhood of Man. The gospel of Commerce is the panacea for China's needs; more ports, more imports, a lower tariff and no *hahn* taxes. Perhaps we do not hear so much of this now, as a decade or two ago, during which time the Chinese have penetrated more fully than before into Australia and the United States, with results not always most favourable to "unrestricted intercourse," and the "Brotherhood of Man." Have there not also been loud whispers that Chinese tea and Chinese straw-braid have been defective in some desirable qualities, and has not this lack been partly matched by defects in certain articles imported into China from the lands of the West? As an auxiliary of civilisation, Commerce is invaluable but it is not by itself an instrument of reform. Adam Smith, the great apostle of modern political economy, defined man as "a trading animal"; no two dogs, he says, exchange bones. But supposing they did so, and supposing that in every great city the canine population were to establish a Bazaar, what would be the inevitable effect upon the character of the dogs? The great trading nations of antiquity were not the best nations, but the worst. That the same is not true of their modern successors, is certainly not due to their trade, but to wholly different causes. It is sufficient to point to the continent of Africa, with its rum and its slave traffic, each introduced by trading and by Christian nations, and each unpeasable curse to show that *taken by itself*, there is no reformatory influence in Commerce.

There are, however, friends of China well acquainted with her condition, whose prescription is more comprehensive than any of those which we have named. In their view, China needs Western culture, Western Science, and what Mr. Meadows called "funded civilisation." The Chinese have been a cultured nation for millenniums. They had already been civilised for ages, when our ancestors were roosting in the primeval forests. In China, if anywhere on the globe, that recipe has been fully tried. There is in culture as such nothing of a reformatory nature. Culture is selfish. Its conscious motto is "I, rather than you." As we daily perceive in China, where our boasted culture is scorned, there is no scorn like intellectual scorn. If Chinese culture has been unable to exert a due restraining influence upon those who have been so thoroughly steeped in it, it is probable that this result will be attained by a foreign exotic?

Of Science, the Chinese are unquestionably in the greatest need. They need every modern science for the development of the still latent resources of their mighty empire. This they are themselves beginning clearly to perceive, and will perceive still more clearly in the immediate future. But is it certain that an acquaintance with science will exert an advantageous moral influence over the empire? No science lies nearer to our modern advancement, than chemistry. Would the spread of a general knowledge of chemistry in China, therefore, be a moral agency for regenerating the people? Would it not rather introduce new and unknown possibilities of fraud and violence, throughout every department of life? Would it be quite safe, Chinese character being what it is, to diffuse through the empire together with an unlimited supply, an exact formula for the preparation of every variety of modern explosives?

By "funded civilisation" are meant the material results of the vast development of Western progress. It includes the manifold marvels resulting from steam and electricity. This, we are told, is what China really needs, and it is all that she needs. Railways from every city to every other city, steam navigation on her inland waters, a complete postal system, national banks, telephones as nerves of connection, these are to be the visible signs of the new and happy day for China. Perhaps this was the half-formed idea of Chang Chih-ying, when in his memorial on the subject of railways,

he affirmed that they will do away with many risks incidental to river transport, "such as stealing by the crew." Will the accumulation, then, of funded civilisation, diminish moral evils? Do railways ensure honesty in their employees, or even in their managers? Have we not read "A Chapter of Erie," showing how that great highway between the States was at length, the stockholders helpless, and "nobody to blame"? And will they do these things better in China than it has as yet been possible to be sure of having them done in England or America? Is funded civilisation an original cause by itself, or is it the effect of a long train of complex causes, working in slow harmony for great periods of time? Would the introduction of the ballot-box into China make the Chinese a democratic people, and fit them for republican rule? No more will "funded civilisation" produce in the Chinese empire those conditions which accompany it in the West, unless the causes which have produced the conditions in the West are set in motion to produce the like results in China. These causes are not material, they are moral. How is it that with the object-lesson of Hongkong, of Shanghai, and other treaty ports before them, the Chinese do not introduce "model settlements" into the native cities of China? Because they do not wish for such changes, and would not tolerate them if they were introduced. How is it, that with the object-lesson of an honest administration of the Imperial Maritime Customs before their eyes, for more than a quarter of a century, the Government does not adopt such methods elsewhere? Because in the present condition of China, the adoption of such methods of taxation of Chinese, is an absolute moral impossibility. British Character and Conscience have been more than a thousand years in attaining their present development, and they cannot be suddenly taken up by the Chinese for their own, and set in operation, like a Krupp gun from Essen, mounted and ready to be discharged. The forces which have developed Character and Conscience in the Anglo-Saxon race, are as definite and as certain facts of history, as the landing of Julius Caesar in Britain, or the invasion of William the Conqueror. These forces came with Christianity, and they grew with Christianity.

In proportion as Christianity roots itself in the popular heart, these products flourish, and not otherwise. Listen for a moment to the great advocate of culture, Matthew Arnold. "Every educated man loves Greece, owes gratitude to Greece. Greece was the lifter-up to the nations of the banner of art and science, as Israel was the lifter-up of the banner of righteousness. Now the world cannot do without art and science. And the lifter-up of the banner of art and science was naturally much occupied with them, and conduct was a plain homely matter. And this brilliant Greece perished for lack of attention to conduct; for want of conduct, steadiness, character. Now, even now, in this age when more of beauty and more of knowledge are so much needed, and knowledge at any rate is so highly esteemed—the revelation which rules the world even now, is not Greece's revelation, but Judaea's; not the pre-eminence of art and science, but the pre-eminence of right-conscience." In order to reform China, the springs of character must be reached and purified, conscience must be practically enthroned, and no longer imprisoned in its own palace, like the long line of Japanese Mikados. It is a truth well stated by one of the leading exponents of modern philosophy, "where is no *ethos* by which to get golden *ethos* from *ludon* instincts." What China needs is righteousness, and in order to attain it, it is absolutely necessary that she have a clear perception, and a deep conviction that there is a power that "makes for righteousness." The perception of such a power, gives a meaning to History, other than that of a blind evolution of unknown and unpreventable causes. Marcus Aurelius expressed the feeling of the best part of Paganism, when he said in substance, "things are repeated over and over from eternity," "whatever happens, or is to happen, has in fact already been." It is only the same word repeated. But the thought of progress, toward an end divinely contemplated, by agencies of new and transcendent effectiveness, this was common to Christians and "it formed the contrast," as Neander has said, "between the Christian view of life, and the Pagan notion of a circle airily repeating itself by a blind law of necessity." "Christianity to-day, to greater extent than ever before, is the moulding force of civilisation."

It has passed in fact, into the thought and life of the world, and a recent enterprise among the nations of Christendom for physical advance, for legal reform, for just amendment of political conditions takes impulse and courage from this hope of the future. The age is one "impatient of isthmuses." It is equally impatient of mountain barriers, or of the obstacles to human intercourse interposed by winds and waves on the sea, by streams or desert tracks on the land. And behind every drill which cuts the rock in the mountain tunnel, behind every engine which drives the ship against storm and tempest over the furious fury of waves, or which propels the loaded train over all kinds of plains and rocky craters, is this invisible force of the spirit which since the new religion came, has expected a future to be wrought out by it, conformable to it, its ultimate crown of earthly glory. (Divine Origin of Christianity, by D. R. S. Storrs). The manifold needs of China, we find them to be a single imperative need. It will be met permanently, completely, only by *Christian Civilization*.—N. C. Daily News.

THE END.

Spot's Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), Agents in Hongkong and China.—*Advt.*

THE END.

THE Underigned has received instructions from Messrs. GIBB, LIVINGSTON & Co. to Sell by Public Auction, the 8th November, 1889, at 3 P.M., at the Sale Rooms, Duddell Street, FOR ACCOUNT OF WHOM IT MAY CONCERN, THE WRECK OF THE BRITIS BARQUE "HATTIE E. TAPLEY" as she now lies on the Easternmost Island of the Samun Group.

AND TWO BOATS AND SAILS salvaged from her. (Unless previously disposed of by private Contract.) Her entire Cargo, consisting of about 26,000 Cubic feet of BILLIAN TIMBER and a large quantity of FIRE WOOD (MAIGROVE LOGS, &c.), say about 74,000 pieces. TERMS OF SALE.—Cash after half of hammer. G. R. LAMBERT, Auctioneer.

Hongkong, 7th November, 1889. [1389]

Today's Advertisements.

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Hongkong, 5th November, 1889. [1312]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamship "PHRA HOM KLAO," Captain W. H. Walton, will be dispatched for the above Ports, on SUNDAY, the 10th instant, at DAVLIGH.

For Freight or Passage, apply to YUEN FAT HONG, Agents, Hongkong, 7th November, 1889. [1387]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "KAISARI-HIND" will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent. Hongkong, 7th November, 1889. [13]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

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SPECIE ONLY LANDED AT PLYMOUTH.

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Cargo will be received on board until 4 P.M., the day before sailing.

Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, 7th November, 1889. [1390]

SITUATION WANTED.

By an experienced CLERK, as BOOK-KEEPER or GENERAL ASSISTANT. Thorough knowledge of German. First-class references, and security provided if required.

Apply to J. H. c/o Hongkong Telegraph Office, Hongkong, 7th November, 1889. [1390]

Intimations.

NOTICE.

PUNION AND SUNGHEE DUA SAMANTAN MINING COMPANY, LIMITED.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING to be held at the Company's Office, No. 9, Queen's Road Central, on MONDAY, the 11th instant, at 4 P.M.

A. O'D. GOURDIN, Secretary. Hongkong, 1st November, 1889. [1366]

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Five Dollars per Share on the 15th November, 1889.

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By Order of the Board, J. WHEELLEY, Secretary. Hongkong, 10th October, 1889. [1315]

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Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—186 per cent.
Union Insurance Society of Canton—\$110 per
share, buyers.
China Traders' Insurance Company—\$72 per
share, buyers.
North China Insurance—Tls. 340 per share,
buyers.
Canton Insurance Company, Limited—\$135 per
share.
Yangtze Insurance Association—Tls. 96 per
share.
On Tai Insurance Company, Limited—Tls. 150
per share.
Hongkong Fire Insurance Company—\$324 per
share, sellers.
China Fire Insurance Company—\$84 per share.
Hongkong and Whampoa Dock Company—60
per cent. premium, sales and sellers.
Hongkong, Canton, and Macao Steamboat Co.
—\$414 per share, buyers.
China and Manila Steam Ship Company—102 1/2
per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$210 per share,
sellers.
Hongkong Hotel Co.'s Six per cent. Debentures
—\$91.
Indo-China Steam Navigation Company, Limited—15
per cent. div. div. buyers.
Douglas Steamship Company—\$67 per share,
sellers.
China Sugar Refining Company, Limited—\$230
per share, buyers, \$237 for January.
Luxon Sugar Refining Company, Limited—\$67 1/2
per share, sellers.
Hongkong Ice Company—\$107 per share,
buyers.
Hongkong and China Bakery Company, Limited
—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$14 per
share, sellers.
A. S. Watson & Co., Limited—\$23 per share,
sellers.
Chinese Imperial Loan of 1884 B—24 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent.
premium, buyers.
Chinese Imperial Loan of 1885 E—11 per cent.
premium.
Hongkong Rope Manufacturing Company, Limited—\$105
per share, buyers.
The Hongkong Steam Laundry Co., Ltd.—\$25
per share.
Punjab and Sindh Dugan Samant Mining Co.
—\$25 per share, sellers.
Hongkong and Kowloon Wharf and Godown
Company—\$95 per share, ex. New Issue,
sellers.
Tongkoo Coal Mining Co.—\$500 per share, buyers.
The Hongkong High Level Tramway Co., Limited—210
per cent. premium, sellers.
The Eastern Steam Navigation Co., Limited—\$61
per share, sellers.
The Sze Hai Tong Bank, Ltd.—\$61 per share,
buyers.
Cruickshank & Co., Ltd.—\$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.
—par, nominal.
The China-Borneo Co., Ltd.—\$52 per share,
buyers.
The Hongkong Brick and Cement Co., Ltd.—\$18
per share, sellers.
The Green Island Cement Co. (Old Issue)—\$45
per share, buyers.
The Green Island Cement Co. (New Issue)—\$61
per share, buyers.
The Hongkong Land Investment Co., Ltd.—\$105
per share, sales.
The Hongkong Electric Light Co., Ltd.—\$4
per share, buyers.
Geo. Fenwick & Co., Limited—\$30 per share,
buyers.
The West Point Buildings Co., Ltd.—\$50 per
share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$24 per
share, sellers.
The Lohk Planting Co., Ltd.—\$17 per share,
buyers.
The Jelebu Mining and Trading Co., Ltd.—\$51
per share, buyers.
The Selama Tin Mining Co., Ltd.—\$51 per share,
buyers.
The Shamen Hotel Co., Ltd.—\$5 per share,
nominal.
The Kowloon Land Investment Co., Ltd.—\$21
per share, sellers.
The Hongkong Marine, Limited—25 per cent.
premium, buyers.

STEAMERS EXPECTED.

The Canadian Pacific steamer *Fort Augusta*, with Canadian mails, left Vancouver for Japan and Hongkong on the morning of the 2nd instant.

STEAMERS EXPECTED.

The D. D. R. steamer *Cassandra* left Ferrol (Spain) on the 10th ultimo for China.

The Ocean Steamship Co.'s steamer *Palmyra*, from Liverpool, left Singapore for this port on the afternoon of the 29th ultimo, and is due here on the 7th instant.

The Ben line steamer *Bentley*, left Singapore for this port on the 31st ultimo, and is due here on the 7th instant.

The P. & O. S. N. Co.'s extra steamer *Niam*, from Bombay, left Singapore on the 30th ultimo, and is expected here on the 7th instant.

The D. D. R. steamer *Polihymnia*, left Singapore at 3 p.m. on the 31st ultimo, and is due here on the 7th instant.

The Union line steamer *Dorset*, from London, left Singapore on the 1st instant, and is expected here on the 7th.

The Ocean Steamship Co.'s steamer *Ulysses*, from Liverpool, left Singapore on the 5th inst., and is due here on the 11th.

The Glen line steamer *Glenloch*, from Antwerp and London, left Singapore on the afternoon of the 5th instant, and is due here on the 11th.

The Shire line steamer *Pembroke*, from London, left Singapore on the 5th instant, and may be expected here on the 12th.

The Shire line steamer *Monmouth*, from New York, left Singapore on the 6th inst., and is due here on the 12th.

Shipping.

ARRIVALS.

B. P. CHENEY, American ship, 1,250, C. E. Humphreys, 6th Nov., Newcastle 10th Sept., Coal—Butterfield & Swire.

ELIZABETH, German bark, 447, J. C. Frost, 6th Nov., Newchwang 24th Oct., Beans and General—Order.

ANNIE SMITH, American bark, 1,552, Kendall, 7th Nov., Shanghai 3rd Nov., General—Cantow & Co.

PROFONDIS, British steamer, 1,387, Wm. H. Farrand, 7th Nov., Kutchinotzu 3rd Nov., Coals and Sulphur—Mitsui Bussan Kaisha.

CLEARANCES AT THE HARBOUR OFFICE.

Namoa, British steamer, for Swatow, &c. *Ellenbeth*, German steamer, for Whampoa. *Hongchow*, British steamer, for Shanghai.

DEPARTURES.

November 6, Canton, British str., for Whampoa.

November 6, Malua, British steamer, for Singapore, &c.

November 7, Sianton, British steamer, for Singapore, &c.

November 7, Anchises, British steamer, for Shanghai.

November 7, Ningpo, German str., for Shanghai.

November 7, Bormida, Italian steamer, for Singapore, &c.

November 7, Glenfalloch, British steamer, for Shanghai.

PASSENGERS-DEPARTED.

Per *Malua*, str., from Hongkong for Singapore—Colonel Burton Brown. For Gibraltar—Mrs. F. M. Felles Ferrera and family. For London, via Marcella, Mrs. E. A. Johnson, R. E. and Mr. Westall. For Marcella, Mr. and Mrs. C. Thomas, infant and servant. From Shanghai for Melbourne—Mr. P. P. P. Dure. For London—Rev. J. C. and Mrs. Hoare, 2 infants, and maid servant. From Yokohama for London—Mr. N. Macleod. From Kobe—Mr. H. Barlow.

REPORTS.

The British steamship *Propontis* reports that she left Kutchinotzu on the 3rd instant at 6 a.m. Whilst crossing the Eastern Sea had moderate north-east wind and dull cloudy weather till lat. 28° 00' north and long. 124° 00' east, when wind freshened from the northward to a heavy gale with terrific squalls and high sea running, ship labouring heavily and shipping large quantities of water forward and aft main deck; on the 6th at 4 p.m. shipped a heavy sea on bridge, damaging starboard fore life boat. Passed Ockea Island on the 6th at 5.45 p.m. Throughout the Formosa Channel had fresh gale from north-north-east with high sea and dull overcast weather. From Breaker Point to arrival had moderate gale and sea with cloudy weather.

Post Office.

A MAIL WILL CLOSE.

For Singapore, Batavia, Samarang, and Sourabaya—Per *Almora*, to-morrow, the 8th instant, at 11.30 a.m.

For Singapore and Penang—Per *Camorta*, to-morrow, the 8th instant, at 2.30 p.m.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Arlis*, to-morrow, the 8th instant, at 3.30 p.m.

For Saigon—Per *China*, to-morrow, the 8th instant, at 4.30 p.m.

For Amoy, Swatow, Shanghai, Kobe, Yokohama, and Vancouver—Per *Abysinia*, to-morrow, the 8th instant, at 5.00 p.m.

For Saigon—Per *China*, to-morrow, the 8th instant, at 5.00 p.m.

SHIPPING IN HONGKONG.

STEAMERS.

ABYSSINIA, British steamer, 2,436, Lee, 30th Oct., General—Adamson, Bell & Co.

ACTIV, Danish steamer, 355, N. C. Revsbech, 6th Nov., Pakhoi 30th October, and Highbow 6th Nov., General—Arnold, Karberg & Co.

AIRLIE, British steamer, 1,492, Winthrop Ellis, 30th Oct., Melbourne 5th Oct., Newcastle 6th, and Sydney 10th, Townsville and Cairns 15th, Cooktown 16th, and Thursday Island 19th, Coals and General—Russell & Co.

ALMORA, British steamer, 1,728, A. Hay, 4th Nov., Amoy 3rd November, General—Jardine, Matheson & Co.

APENNA, German steamer, 1,475, J. Hohlmann, 3rd Nov., Nagasaki 31st Oct., Coal—Geo. R. Stevens & Co.

ARADAY, British steamer, 1,076, J. Thom, 28th Oct., Toun 24th October, Ballast—M. S. Chater.

CAMORTA, British steamer, 1,355, A. A. Fyfe, 1st Nov., Java and Singapore, 12th Oct., General—Jardine, Matheson & Co.

CHINA, German steamer, 1,093, Haye, 2nd Nov., Bangkok 24th Oct., Rice—Tong Kee.

CHINA, British steamer, 5,200, Wm. B. Roach, 3rd Nov., Cardiff 3rd Oct., Coal—P. M. S. & Co.

CICERO, British steamer, 1,030, A. B. George, 29th Oct., Saigon 24th Oct., Rice and General—Order.

HONGKONG-STEAMERS.

Continued.

FAME, British steamer, 1,17, A. Stopani—Hongkong and Whampoa Dock Co.

GWALIOR, British steamer, 1,602, W. J. Nanters, 4th Nov., Bombay 17th Oct., and Singapore 28th, Mails and General—P. & O. S. N. Co.

HANCHOV, British steamer, 999, A. W. Outerbridge, 3rd Nov., Wellington 10th Oct., Coal—Butterfield & Swire.

HELINE RICKMERS, German steamer, 4,008, Hess, 15th Oct., Batoum and Singapore, 4th Sept., Kerosene Oil—Melchers & Co.

KIANG-PING, Chinese steamer, 360, Holmes, 21st Oct., Canton 21st October, Ballast—C. M. S. N. Co.

LOIRE INFRIERE, French steamer, 531, Lechaude, 23rd Oct., Ileilo 17th October, Sapanwood—A. R. Marty.

MELBOURNE, Austro-Hungarian steamer, 1,043, E. Perini, 4th Nov., Bombay 15th Oct., and Singapore 28th, General—D. S. Sisson, Sons & Co.

MORAY, British steamer, 1,411, Wm. S. Duncan, 4th Nov., Calcutta 18th Oct., and Singapore 28th, General—Jardine, Matheson & Co.

NAMOA, British steamer, 863, T. G. Pocock, 25th Oct., Foochow 22nd October, Amoy 23rd, and Swatow 24th, General—D. La-praik & Co.

PHEN CHON KLAU, British steamer, 1,011, W. H. West, 4th Nov., Bangkok 27th Oct., General—Yuen Fat Hong.

PHU-QUOC, French steamer, 183, Vallin, 24th Sept., Toun 20th Sept., Coals—Wing Tai & Co.

PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.

TEJUMPI, German steamer, 674, P. Moos, 6th Nov., Whampoa 6th Nov., General—Wieler & Co.

VERONA, British steamer, 1,876, Speck, 5th Nov., from Yokohama, Kobe, and Nagasaki, Mails and General—P. & O. S. N. Co.

WHAMPOA, British steamer, 1,100, L. Hughes, 20th Oct., Wellington, N.Z., 20th Sept., General—Butterfield & Swire.

ZATRO, British steamer, 675, McCaslin, 5th Nov., Manila 2nd Nov., Hemp, Sugar, and Cigars—Russell & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept., Hamburg 10th May, General—Arnold, Karberg & Co.

AUSTRALIA, British bark, 939, Wm. Harris, 11th June, Manila 31st May, Ballast—Order.

CHARGER, American ship, 1,379, D. S. Goodell, 28th June, San Diego, Cal., 18th April, Ballast—Russell & Co.

COLUMBUS, German ship, 1,428, L. Haeleop, 22nd Oct., Newcastle, N.S.W., 29th Aug., Coal—Adamson, Bell & Co.

CONQUEROR, American ship, 1,540, A. D. Lohrop, 17th June, Anjer 18 June, Ballast—Reuter, Brockmann & Co.

DARRA, British bark, 999, Edward Finlayson, 5th Nov., Singapore 13th Oct., Timber—Chinese.

ELKORINIO, Chinese bark, 457, Oplum Examination hulk, Stouacaters Island—Chinese Customs.

KARNAK, British bark, 899, Maroll, 5th Nov., Singapore 6th October, General—Order.

KITTY, British bark, 802, H. Wilson, 30th Aug., Portland, Oregon 9th July, Lumber—D. Musse & Co.

MABEL, American bark, 750, Snow, 19th Sept., Newcastle, N.S.W., 11th July, Coal—Adamson, Bell & Co.

MARABOUT, British ship, 1,498, Ferguson, 5th Oct., Newcastle 30th August, Coals—Adamson, Bell & Co.

N. M. SLADE, American bark, 535, J. C. Teixeira, 1st October, Cebu 4th Sept., Sugar and Hemp—Captain.

PENSHAW, British bark, 720, Inskay, 12th Oct., Philippines 2nd Oct., Wood—Gibb, Livingston & Co.

REPORTER, American ship, 1,286, J. Spalding, 30th August, Newcastle, N.S.W., 11th July, Coal—Order.

SEA WITCH, American ship, 1,289, Chas. H. Tabbot, Newcastle, N.S.W., May 21st, Coal—Captain.

STELLA, American brig, 477, N. H. Ritch, 22nd Sept., Newcastle, N.S.W., 1st August, Coal—Order.

STRATHAIRN, British ship, 1,705, J. Robb, 27th Oct., Cardiff 5th July, Coals and Coke—Order.

TA HONGKONG, Siamese ship, 635, E. Möller, 31st Oct., Bangkok 9th October, Timber—Captain.

WM. CONNER, American ship, 1,423, Buturan, 24th Sept., Newcastle 6th August, Coal—Butterfield & Swire.

WANDERING JEW, American bark, 1,650, D. C. Nichols, 30th Sept., Newcastle, N.S.W., 21st August, Coal—Order.

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$1,000,000.
PAID UP CAPITAL.....\$500,000.
RESERVE FUND.....1,500,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Managing Director.
E. A. SOLOMON, Esq., Vice-Chairman.
J. S. HORTON, Esq., Secretary.
G. E. NOBLE, Esq., Secretary.
LEE SING, Esq., Secretary.
FOON FONG, Esq., Secretary.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and on Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
Full particulars can be obtained at the Company's Office, No. 5, Queen's Road Central.
A. SHELTON HOOVER, Secretary.
Victoria Buildings, Hongkong, 3rd May, 1889. [53]

ONE BOX OF CLARKE'S B41 PILLS

is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [16]

KOWLOON HOTEL.

J. C. L. ROUGH, Manager.

WINE AND SPIRITS of the best quality.

ENGLISH AND AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.
Hongkong, 21st January, 1889. [14]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS	FROM	DATE DUE	AGENTS
Patroclus	Liverpool	November 7th	Butterfield & Swire.
Nizam	Bombay	November 7th	P. & O. S. N. Co.
Benledi	Singapore	November 7th	Gibb, Livingston & Co.
Congo	Marseilles	November 7th	Messageries Maritimes.
Dorset	London	November 7th	Russell & Co.
Polihymnia	Singapore	November 7th	Stemson & Co.
Japan	Calcutta	November 10th	Russell & Co.
Mannul	Port Darwin	November 10th	P. & O. S. N. Co.
Kaisar-i-Hind	London	November 11th	Jardine, Matheson & Co.
Glengyle	Liverpool	November 11th	Butterfield & Swire.
Ulysses	New York	November 12th	Adamson, Bell & Co.
Montmouthshire	London	November 12th	Adamson, Bell & Co.
Pembroke	San Francisco	November 13th	O. & O. S. S. Co.
Belgic	Vancouver	November 28th	Adamson, Bell & Co.
Port Augusta			

STEAMERS LOADING IN HONGKONG.

DESTINATION	VESSELS	AGENTS	DATE OF LEAVING
London, &c., via Suez Canal	Coromandel	P. & O. S. N. Co.	Nov. 20th, at noon.
London (direct)	Grimsby	P. & O. S. N. Co.	Nov. 10th, daylight.
London and Hamburg	Brandenburg	Adamson, Bell & Co.	About Nov. 16th.
Marseilles, via Saigon, &c.	Orizaba	Messageries Maritimes.	Nov. 24th, at 10 a.m.
Bremen, via Ports of Call.	Melpomene	D. Sassoon, Sons & Co.	Nov. 10th, daylight.
Trieste, via Straits, &c.	Claymore	Adamson, Bell & Co.	About Nov. 16th.
New York	China	Pacific Mail S. S. Co.	Nov. 14th, at 4 p.m.
San Francisco, via Yama	Belgic	O. & O. S. S. Co.	Nov. 23rd, at 1 p.m.
Vancouver, B.C., via A. & C.	Abyssinia	Adamson, Bell & Co.	Nov. 9th, daylight.
Sydney, Melbourne, &c.	Aldir	Russell & Co.	To-morrow, at 4 p.m.
Calcutta, via Straits	Moray	Jardine, Matheson & Co.	Nov. 9th, at 3 p.m.
Singapore and Penang	Camorta	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Sandakan, Kudat, &c.	Mennon	Butterfield & Swire.	Nov. 13th, at noon.
Yokohama, via Nag., &c.	Gwalior	P. & O. S. N. Co.	To-morrow, daylight.
Nagasaki, Kobe, &c.	Yorona	P. & O. S. N. Co.	Nov. 22nd, daylight.
Pembroke	Gwalior	Adamson, Bell & Co.	November 12th.
Congo	Ulysses	Messageries Maritimes.	About Nov. 7th.
Shanghai	Kaisar-i-Hind	Butterfield & Swire.	November 13th.
Manila, via Amoy	Zafra	Russell & Co.	Quick despatch.
Coast Ports	Namoa	Douglas LaPrak & Co.	Nov. 9th, at 4 p.m.
			To-morrow, daylight.

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour (Tiffin Carat 12.45).
3 to 7.30 P.M. every quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 P.M.

SATURDAYS.
NIGHT TRAMS at 8.45, 9.10, 10.30, 11 P.M.

SUNDAYS.
10.40 A.M., 12 (NOON), 10.2 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.
Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MAEWEN, FRICKEL & Co., General Managers.

Hongkong, 1st November, 1889. [519]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon their arrival in this Harbour none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1889. [24]

FOR SALE.

AT WHOLESALE PRICES.

SACCONES, BERRY, PORT, CLARET, HOCK, & BRANDIES, WHISKIES, MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES, SCALES, PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES, SODA WATER MACHINERY, JET'S SANITARY COMPOUNDS.

Apply to
W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 19th June, 1888. [764]

MERCANTILE MARINE OFFICERS' ASSOCIATION.

UNTIL THE NEW PREMISES are ready the above named Institution will be carried on at Nos. 2, 4, and 6, High Street, above the Government Civil Hospital.

Good Accommodation for M. M. Officers. Terms Moderate.

JAS. EDWARDS, Proprietor.

J. A. CLARK, Teacher of Officers and Engineers.

Above Address.
Hongkong, 2nd September, 1889. [